

**PHASE IA/IB CULTURAL RESOURCES SURVEY
OLD ROOSEVELT FIELD CONTAMINATED GROUNDWATER
AREA SUPERFUND SITE, OPTION 2
VILLAGE OF GARDEN CITY, NASSAU COUNTY
NEW YORK**

FEBRUARY 2013



RICHARD GRUBB & ASSOCIATES, INC.
Cultural Resource Consultants

**Phase IA/IB Cultural Resources Survey
Old Roosevelt Field Contaminated Groundwater
Area Superfund Site Option 2
Village Of Garden City, Nassau County
New York**

By

Ilene Grossman-Bailey, Ph.D.

Principal Investigator:

Ilene Grossman-Bailey, Ph.D.

Prepared by:

Richard Grubb & Associates, Inc.
259 Prospect Plains Road, Building D
Cranbury, New Jersey 08512

Prepared for:

CDM Smith
3201 Jermantown Road, Suite 400
Fairfax, Virginia 22030

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MANAGEMENT SUMMARY

OPRHP Project Review Number:

Involved State or Federal Agencies: United States Environmental Protection Agency (EPA)
(Contract Number: EP-W-09-002)
Work Assignment Number: 023-RARA-02PE, under the EPA Remedial
Action Contract (RAC 2) program

Phase of Survey: IA/IB

Location Information

Location: Tax Parcel Section 44, Block D, Lot 48 south of Stewart Avenue east of the intersection with Clinton Avenue and west of the intersection with Raymond Court
Tax Parcel Section 44, Block 75, Lot 10 north of Stewart Avenue along the eastern side of the Stewart Avenue Elementary School Park
Tax Parcel Block 77, Lot 2, west of the northern end of Raymond Court along the former Long Island Motor Parkway corridor
Tax Parcel Block 77, Lot 5 north to the existing treatment facility
Minor Civil Division: Village of Garden City
County: Nassau

Survey Area (Metric and English)

Length: A 6-inch pipeline from a proposed extraction well to an existing treatment facility piping, 815.3 meters (2,675.0 feet);
Width: Piping easement, 15.2 meters (50.0 feet);
Number of Acres Surveyed: Pipeline, 1.2 hectares (3.1 acres);

U.S.G.S. 7.5-minute Quadrangle Map: Freeport, NY

Cultural Resources Survey Overview

Number and Interval of Shovel Tests: 31 shovel test pits at 15 meter (50 foot) intervals

Number and Size of Units: Not Applicable

Width of Plowed Strips: Not Applicable

Results of Cultural Resources Survey

Number and Name of Prehistoric Sites Identified: None

Number and Name of Historic Sites Identified: Portion of the former Long Island Motor Parkway (1908-1938)

Conclusions and Recommendations

No significant archaeological resources were located within the Area of Potential Effects (APE). The portion of the former Long Island Motor Parkway (1908-1938) contained within the APE is deemed ineligible for the New York and National Registers of Historic Places. No further cultural resources survey is recommended.

Report Author: Ilene Grossman-Bailey, Ph.D.

Date of Report: February 25, 2013

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INTRODUCTION

Project Description

The following presents the results of a Phase IA/IB) cultural resources survey conducted within the Area of Potential Effects (APE) for the Old Roosevelt Field Contaminated Groundwater Area Superfund Site, a proposed 6-inch pipeline (Option 2) running 815.3 meters (2,675 feet) from a proposed extraction well to an existing treatment facility in the Village of Garden City, Nassau County, New York (Figure 1). A combined Phase IA/IB cultural resources survey was conducted within the APE for a proposed 457.2 meter (1,500 foot) portion of the pipeline within Tax Parcel Section 44, Block D, Lot 48 south of and crossing Stewart Avenue, east of the intersection with Clinton Avenue and west of the intersection with Raymond Court. A Phase IB cultural resources survey was conducted within the APE for a proposed 400.8 meter (1,315-foot) portion of the pipeline within Tax Parcel Section 44, Block 75, Lot 10 north of Stewart Avenue along the eastern side of the Stewart Avenue Elementary School Park, Tax Parcel Block 77, Lot 2, west of the northern end of Raymond Court along the former Long Island Motor Parkway corridor, and Tax Parcel Block 77, Lot 6A north to the existing treatment facility (Figure 2). CDM Smith is currently conducting a supplemental Remedial Action (RA) to address the southern contamination plume at the site. In total, the area surveyed for the project is approximately 1.2 hectares (3.1 acres). The Phase IB cultural resources survey was undertaken to determine the presence of any potentially significant archaeological resources within the APE.

The combined Phase IA/IB cultural resources survey was conducted in accordance with the instructions and intent of the following federal regulations: Section 101(b)(4) of the National Environmental Policy Act of 1969; Sections 1(3) and 2(b) of Executive Order 11593; Section 106 of the National Historic Preservation Act; CFR 771, as amended; the guidelines developed by the Advisory Council on Historic Preservation published November 26, 1980; and the Procedures for the Protection of Historic and Cultural Properties as set forth in 36 CFR Part 800. The Phase IB cultural resources survey also complies with the Phase I Archaeological Report Format Requirements (2005) of the New York Office of Parks, Recreation and Historic Preservation (OPRHP) and the Standards for Cultural Resource Investigations devised by the New York Archaeological Council (1994). The combined Phase IA/IB cultural resources survey was directed by an archaeologist meeting the National Park Service standards of 36 CFR 61.

In 2005, John Milner Associates (JMA) conducted a Phase IA survey as part of a remedial investigation/feasibility study for the USEPA Response Action Contract (RAC-II) Program. The study provided an archaeological assessment of the 214-acre Source Area comprised of commercial property, and the 160-acre Down Gradient Area comprised of residential neighborhoods. It was concluded that significant twentieth century ground disturbance occurred such that the Down Gradient Area had no potential to contain archaeological resources and the Source Area had limited potential in two undisturbed areas, and in the Hazelhurst Park baseball fields. JMA recommended Phase IB surveys in these areas for any future remediation activities. The Source Area also contains a segment of the 45-mile Long Island Motor Parkway corridor built by William K. Vanderbilt, II from 1908-1911. JMA identified remnants of the parkway roadbed and guardrail system within the Source Area and west of the Option 2 pipeline route, and also noted the location of a former Garden City Toll Lodge near Clinton Road. JMA recommended a Phase II evaluation study for any future remediation activities in the vicinity of remnant parkway features.

CDM Smith completed a remedial design for the Old Roosevelt Field Contaminated Groundwater Site that includes the installation of three groundwater extraction wells, construction of a treatment facility, and piping from the extraction wells to the treatment building. While the extraction well and monitoring well locations were previously disturbed by construction of a shopping center, office buildings and related paved parking areas, the Option 2 pipeline crosses undisturbed areas where a Phase IB cultural resources survey is required pursuant to the federal regulations outlined above.

Archaeological fieldwork was performed on January 21 and 22, 2013. The combined Phase IA/IB cultural resources survey was directed by Ilene Grossman-Bailey, Principal Investigator, who drafted this report. Research to update the information presented in a Stage IA cultural resources survey report by JMA (2005) was completed by Croshier Archaeological Research and Ilene Grossman-Bailey. Archaeological fieldwork was conducted by Dr. Grossman-Bailey, Allison Gall, field supervisor, and research assistants Alexis Platvoet, and Michael Insetta. Sean Bratton compiled the shovel test pit log and Patricia McEachen created the report graphics. Artifact analysis was completed by Laura Cushman. Mary Lynne Rainey, Catherine Reagan, and Richard Grubb were report editors. All field notes, project documents, and logs (see Appendices A-C) are stored at Richard Grubb & Associates (RGA) headquarters in Cranbury, New Jersey.

Area of Potential Effects

The APE is defined in 36 CFR 800.16(d) as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effect is influenced by the scale and nature of the undertaking and may be different for different kinds of effects cause[d] by the undertaking.” Included within the APE are all locations where the undertaking may result in ground disturbance (see Figure 2).

The APE for this project consists of six sections of a linear pipeline corridor 15.2 meters (50.0 feet) in width (see Figure 2):

- Section A extends along the south side of Stewart Avenue from the proposed extraction well east of the intersection of Stewart Avenue and Clinton Road for approximately 250 meters (820 feet) within Section 44, Block D, Lot 48.
- Section B turns north for 22.8 meters (75 feet) within Section 44, Block D, Lot 48, crossing Stewart Avenue via horizontal directional drilling (HDD), then crossing the Stewart Avenue Elementary School Park parking lot within Section 44, Block 75, Lot 10.
- Section C within Section 44, Block 75, Lot 10, turns east for 61 meters (200 feet) along a fence line.
- Section D turns north for 192 meters (630 feet) along an unimproved roadway along the eastern perimeter of the park's ball fields within Section 44, Block 75, Lot 10, and crosses a wooded area north of the ball field via HDD.
- Section E extends west for 137.2 meters (450 feet) within the roadbed of the former Long Island Motor Parkway corridor within Block 77, Lot 2.
- Section F, the final segment of the linear corridor, turns north for 103.6 meters (340 feet), then turns west for 18.3 meters (60 feet) along an unimproved roadway between the Garden City Pumping Station and a large, linear stormwater basin in Block 77, Lot 6A.

South of Stewart Avenue, the eastern portion of the APE is characterized by manicured grasses and park-like trees while the western portion is composed of manicured grasses with sparse trees and disturbance caused by heavy machinery. The landscape of the APE north of Stewart Avenue, north of the parking lot and along the eastern side of the ball field is characterized by manicured grass with scrub-like trees and bushes adjacent to the former Long Island Motor Parkway. The former motor parkway and unimproved roadway to the north were cleared of vegetation but were bounded by secondary growth woods (see Figure 2). No steep slopes are present within the APE.

Environmental/Physical Setting

John Milner Associates, Inc. (JMA) (2005) completed a Phase IA cultural resources survey for the project that extensively characterized the environmental context of the majority of the APE, located within the 214-acre "Source Area" portion of the JMA report. Information on the geology, soils and hydrology of most of the APE is provided in the JMA (2005) report and is not repeated here. The APE is on level, 0-3 percent sloped, well drained soils within the Hempstead Plain portion of the Atlantic Coastal Plain of New York (OPRHP 2005: Figure 1.1; Wulforst 1987).

The portion of the APE south of Stewart Avenue was not included in JMA's report. Like the remainder of the APE characterized by JMA, this is a former portion of the Hempstead Plains, a natural upland grassy plain, approximately 80 feet above mean sea level. Soils within this portion of the APE are characterized as Urban land (NRCS 2013). Although natural streams are no longer present in the vicinity of the APE (see Figure 1), early twentieth century U.S.G.S. quadrangles (U.S.G.S. 1903, 1918) indicate that the APE is located in a drainage divide, and was drained by headwaters of East Meadow Brook and unnamed tributaries of Hempstead Reservoir. East Meadow Brook drained into Freeport Creek, then Long Creek, which empties into the Jones Inlet and the Atlantic Ocean approximately eight miles to the south. Hempstead Reservoir empties into East Rockaway Creek, which empties into the Long Beach Channel before emptying into the Atlantic Ocean, also approximately eight miles to the south.

Background Research

A previous Phase IA cultural resources survey for this project was completed for the “Source Area”, within which most of the APE is located, as well as for a Down Gradient Area south of the APE (JMA 2005). As with other portions of the APE, research at the OPRHP indicated that there are no archaeological sites within two miles of the additional portion of the APE south of Stewart Avenue. No properties listed on the New York or National Register of Historic Places are located within the APE although several are located within one-half mile (JMA 2005). The Stewart Avenue (Elementary) School is closest to the APE. In 2009, the school was determined eligible for the National Register of Historic Places under Criteria A and C. The school is located across Stewart Avenue from the southwestern terminus of the APE and west of the portion that extends through the ball fields. The school is determined eligible under Criterion C in that it is an exemplary example of a mid-twentieth century Tudor Revival Style school that emulates the style associated with A.T. Stewart era buildings (that form part of a historic district elsewhere in Garden City) and the National Register-listed St. Paul's School, built by A.T. and Cornelia Stewart (Project Reference: 09PR03107; Site No. 05921.000110; Dierickx 1986). Alexander Turney Stewart (1803-1876), for whom Stewart Avenue is named, was an Irish immigrant who came to New York in 1818 and established a very successful dry goods business in Manhattan in 1823. He bought a portion of Hempstead Plains and founded the planned Village of Garden City in 1869. Between 1871 and 1893, he built a number of houses and other structures for his workers (Elias 1992; Owen 1997). A.T. Stewart Era Buildings (NR: 11/14/1978) comprise a historic district in Garden City including 50 residences, commercial, religious, and civic structures (Owen 1997: 804-805).

The JMA (2005) report details the land use history of the northern portion of the APE as being part of Roosevelt Field, an early to mid-twentieth century airfield, and later as a part of the Old Westbury Country Club. Remnants of the 1908-1938 Long Island Motor Parkway are within a portion of the APE. Roosevelt Field was redeveloped in the 1950s as a shopping center and an office complex. The western half of Roosevelt Field was extensively developed with numerous hangars, buildings and paved runways north of the APE (JMA 2005: Figure 5). In the 1920s, the southwestern portion of the airfield was sold to private interests and is depicted on maps of the 1920s and 1930s as the Intercollegiate Golf Club and later, as the Old Westbury Country Club (Belcher-Hyde 1927; Dolph 1939). In 1952, this area within and adjacent to the northern portion of the APE, was redeveloped by the Village of Garden City as part of its water supply system (JMA 2005). In addition, research conducted as part of this study revealed that the APE was part of Camp Black, a Spanish American War army camp occupied between April and September 1898 by 14,000 troops (Greguras 2005; Hastings 1903). Historic photographs of the camp show a number of tents and temporary buildings across Hempstead Plains but the exact location of the tent camps is not indicated in these photographs (Long Island Genealogy 2013). A historic marker about the camp was placed adjacent to the Stewart School ball field parking lot.

The Long Island Motor Parkway right-of-way is located within the APE. Also known as the Vanderbilt Motor Parkway, this privately funded, limited access toll road was developed in the early twentieth century. The 45-mile Long Island Motor Parkway extended from Queens County through Nassau and Suffolk Counties to Lake Ronkonkoma, and had several innovative design elements. Approximately 22 feet wide in most locations, the designers of the parkway eliminated at-grade crossings by constructing bridges over existing roads and railroads, installing wire-mesh reinforced concrete roadbeds, constructing protective guard rails along the roadway and fencing along the right-of-way boundaries, and designing banked road curves to facilitate sustained speeds of up to 60 miles per hour (Allison and Egan n.d., JMA 2005; Kroplick and Velocci 2008; Kroplick 2008; Dolkart 2002). The Long Island Motor Parkway also utilized a series of toll lodges, including the Garden City Toll Lodge formerly located on Clinton Road west of the APE and relocated for secondary use to Seventh Street in the Village of Garden City (JMA 2005; Kroplick and Velocci 2008; Velocci 2004; Dolkart 2002). The Long Island Motor Parkway was closed to motorists in 1938 and subsequently subdivided among state and county agencies. As a result, these segments were redeveloped for a variety of purposes, including residential development, utility installations and green space, or incorporated into other roadways (JMA 2005; Kroplick and Velocci 2008; Dolkart 2002). While many sections of the Long Island Motor Parkway were dismantled through this process of redevelopment, several sections of the Long Island Motor Parkway remain in the three counties. Most notably, two sections of the Long Island Motor Parkway in Queens County are listed on the State and National Registers of Historic Places (SR: 1/22/2002; NR 4/1/2002) for their significance as a major development in the history of transportation and recreation, and because they embody distinctive characteristics of an automobile parkway, the first of its kind in the country (Dolkart 2002). A surviving 137.2 meter (450-foot) segment of the Long Island Motor Parkway is located within the APE.

The portion of the APE south of Stewart Avenue was undeveloped in the early nineteenth century according to an 1837 map (JMA 2005: Figure 6); however, by 1873, the Beers atlas indicates that the Central Railroad of Long Island had been built south of the APE. Clinton Road was extant at that time as was another unnamed road crossing Clinton Road near

the railroad and possibly extending through the APE. Other streets on the Beers atlas are shown with dashed lines as paper streets. A structure attributed to A.T. Stewart is close to the approximate location of the southwestern end of the APE (JMA 2005: Figure 7). This structure, one of several shown on the map attributed to A.T. Stewart, may have been a tenant or investment property, part of the Stewarts' Village of Garden City building project, given that the wealthy Stewarts lived in Manhattan (Elias 1992). The 1906 Belcher-Hyde Map of Long Island indicates the location of the Long Island Motor Parkway, on which construction began in 1908 and opened in 1911, and Stewart Avenue. No structures are shown within the APE (JMA 2005: Figure 8). The 1903 Hempstead U.S.G.S. Quadrangle Map indicates that a roadway, (mentioned above) extended through a portion of the APE at the southwest end. The 1914 Belcher-Hyde Atlas of Long Island does not indicate any development within the APE or between the Long Island Motor Parkway and the Long Island Railroad. The 1918 Camp Mills U.S.G.S. Quadrangle Map shows a similar road. No structures are shown on these early U.S.G.S. quadrangles. The 1927 Belcher-Hyde Map of Long Island shows that a structure associated with the Curtiss Engineering Corp. was located near the intersection of Clinton Road and the Long Island Railroad, south of the southwestern terminus of the APE (Figure 3). In 1935, the portions of the APE north of the Long Island Motor Parkway were within the former Old Westbury Golf Course and the portions south of the Long Island Motor Parkway were part of the Curtiss Factory (JMA 2005: Figure 7). Glenn Curtiss was an aviation pioneer and inventor whose aircraft factory was located at the corner of Clinton Road and Stewart Avenue near the APE (JMA 2005: 15).

Based on the history of local development, JMA (2005) assessed the historic archaeological sensitivity of the APE as low to medium. Based on environmental characteristics and the lack of a significant source of freshwater in the vicinity, JMA (2005) assessed the prehistoric archaeological sensitivity of the APE as low.

For the current study, background research concluded that the portion of the APE not previously assessed by JMA also has low sensitivity for prehistoric resources. Based on the proximity of the A.T. Stewart structure mapped in 1873 and Curtiss Engineering Corp. structure mapped in 1927, both west of but near the southwest terminus of the APE, the potential for historic archaeological resources was considered moderate in that area. A modern bank building is present in the approximate location of the former Curtiss building.

A Phase IB cultural resources survey in undeveloped portions of the "Source Area", which includes the APE, was previously recommended by JMA (2005). RGA also recommended a Phase IB survey of the undisturbed portions of the APE that were not previously assessed by JMA. JMA also recommended a Phase II analysis of remnants of the Long Island Motor Parkway proximate to the APE in the event that "remediation activities are to take place within the vicinity" (JMA 2005: 20).

Prior Disturbance

The APE is located within the former boundaries of the western portion of Roosevelt Field, a facility extensively developed during the early to mid-twentieth century. The southwestern portion of Roosevelt Field later became the Old Westbury Country Club. Beginning in 1952, the northern portion of the APE was developed as the Garden City Pumping Station from a portion of the Old Westbury Country Club. The establishment of the Stewart Elementary School ball fields may have necessitated some leveling and grading; it was observed that the ball field, where STPs 1-5 were placed, was two to three feet higher topographically than the school yard, possibly due to filling or grading (Photograph 1). At the eastern end of the ball field, an unimproved gravel road extends north from Stewart Avenue (Photograph 2). Approximately 131 meters (400 feet) of the western end of the southwestern portion of the APE south of Stewart Avenue was disturbed by grading, construction of a road, and storage for heavy equipment (Photograph 3). As a result, portions of the APE have been previously disturbed by demolition, grading and construction activities. Underground utilities also exist within and adjacent to these portions of the APE.

The previous Phase IA cultural resources survey completed for this project (JMA 2005) noted the presence of a remnant section of the Long Island Motor Parkway. This surviving segment of the Long Island Motor Parkway consists of the eastern bridge embankment of the Parkway's Clinton Road Bridge and a 0.3 kilometer (0.2 mile) segment of the Parkway roadbed. Features related to the Long Island Motor Parkway within the APE include the asphalt road bed, several concrete guard rail posts that formerly would have contained cable guard rails, and concrete curbs that did not appear to be intact (Photographs 4-8). Proposed impacts to the surviving segment of the Long Island Motor Parkway as part of the proposed remediation project consist of the placement of a trench to carry the six-inch pipeline within the roadbed. Based on a February 11, 2013 email from Lorraine Weiss of the OPRHP, the portion of the Long Island Motor Parkway within the APE is considered to lack "integrity of setting, design, materials, craftsmanship, and feeling" (see Appendix C) and is considered ineligible for listing on the State and National Registers of Historic Places.

PHASE IB FIELD INVESTIGATION

Research Goals and Design

The purpose of the Phase IB cultural resources survey is to identify any potentially significant archaeological resources within the APE. Based on the low to medium sensitivity for prehistoric and historic archaeological resources, a subsurface testing strategy was devised to sample and identify potentially intact archaeological deposits within the APE. Background research completed during the 2005 Phase IA cultural resources survey and the current survey indicated that a historic site, if present, would likely be located within the ball field or near Stewart Avenue. All undisturbed portions of the APE were tested in accordance with the standards of the New York Archaeological Council (1994).

National Register of Historic Places Criteria

Potentially significant historic properties include districts, structures, objects, or sites which are at least 50 years old and which meet at least one National Register criterion. Criteria used in the evaluation process are specified in the Code of Federal Regulations, Title 36, Part 60, National Register of Historic Places (36 CFR 60.4). To be eligible for inclusion in the National Register of Historic Places, a historic property(s) must possess:

the quality of significance in American History, architecture, archaeology, engineering, and culture [that] is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- (a) that are associated with events that have made a significant contribution to the broad patterns of our history, or
- (b) that are associated with the lives of persons significant in our past, or
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction, or
- (d) that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

The physical characteristics and historic significance of the overall property are examined when conducting National Register evaluations. While a property in its entirety may be considered eligible based on Criteria A, B, C, and/or D, specific data is also required for individual components therein based on date, function, history, and physical characteristics, and other information. Resources that do not relate in a significant way to the overall property may contribute if they independently meet the National Register criteria.

A contributing building, site, structure, or object adds to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register criteria. A non-contributing building, site, structure, or object does not add to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because a) it was not present during the period of significance, b) it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period, due to alterations, disturbances, additions, or other changes, or c) it does not independently meet the National Register criteria.

State Historic Preservation Office/New York State Office of Parks, Recreation and Historic Preservation Human Remains Discovery Protocol

In the event that human remains are encountered during construction or archaeological investigations, the State Historic Preservation Office (SHPO) requires that the following protocol is implemented:

- At all times human remains must be treated with the utmost dignity and respect. Should human remains be encountered work in the general area of the discovery will stop immediately and the location will be immediately secured and protected from damage and disturbance.

- Human remains or associated artifacts will be left in place and not disturbed. No skeletal remains or materials associated with the remains will be collected or removed until appropriate consultation has taken place and a plan of action has been developed.
- The county coroner and local law enforcement as well as the SHPO and the involved agency will be notified immediately. The coroner and local law enforcement will make the official ruling on the nature of the remains, being either forensic or archeological. If the remains are archeological in nature, a bioarchaeologist will confirm the identification as human.
- If human remains are determined to be Native American, the remains will be left in place and protected from further disturbance until a plan for their protection or removal can be generated. The involved agency will consult SHPO and appropriate Native American groups to determine a plan of action that is consistent with the Native American Graves Protection and Repatriation Act (NAGPRA) guidance.
- If human remains are determined to be Euro-American, the remains will be left in place and protected from further disturbance until a plan for their avoidance or removal can be generated. Consultation with the SHPO and other appropriate parties will be required to determine a plan of action.

Field Methods and Procedures

Subsurface archaeological testing was undertaken in the APE to identify intact potentially significant archaeological resources. The Standards of the New York Archaeological Council require the completion of STPs at 15-meter (50-foot) sampling intervals.

The APE consists of six segments as previously described (see Figure 2). Section A extends along the south side of Stewart Avenue from the proposed extraction well east of the intersection of Stewart Avenue and Clinton Road for approximately 250 meters (820 feet); Section B turns north for 22.8 meters (75 feet), crossing Stewart Avenue via horizontal directional drilling (HDD), then crossing the Stewart Avenue Elementary School Park parking lot; Section C turns east for 61 meters (200 feet) along a fence line dividing the ball field from the parking lot; Section D turns north for 192 meters (630 feet) in an unimproved roadway along the eastern perimeter of the park's ball fields, and crosses a wooded area north of the ball field via HDD; Section E extends west for 137.2 meters (450 feet) within the roadbed of the former Long Island Motor Parkway corridor within Block 77, Lot 2; and Section F turns north for 103.6 meters (340 feet) then turn west for 18.3 meters (60 feet).

Testing was undertaken in all undisturbed areas based on the results of the Phase IA research. Existing roads and fence lines were used for orientation and STPs were placed using compasses and tape measures. One transect of STPs was plotted and excavated on the pipeline centerline. Shovel test pits were assigned sequential numbers from 1-31. In Section D, 12 STPs (5-17) were offset approximately one meter to the west and placed within an edge of the grassy ball field rather than the unimproved gravel road although they were still within the 15-meter wide APE corridor (see Figure 2). Planned 15-meter interval STPs in the western portion of Section A were not excavated due to disturbance by the placement of heavy equipment, grading, and construction of a roadway. Instead STPs 28 and 29 were placed judgmentally in grassy areas without visible disturbance. No testing was proposed in Section F due to its low archaeological sensitivity (see JMA 2005). However, two STPs (30 and 31) were placed judgmentally in Section F to document its degree of disturbance and potential for archaeological resources. No testing was conducted in Section E, where the APE extended through the asphalt roadbed of the Long Island Motor Parkway (see Photographs 4-8).

The STPs were excavated at 15-meter (50-foot) intervals. The location of each STP was plotted on a project base map (see Figure 2). Shovel test pits measured approximately 45 centimeters (18 inches) in diameter and extended into culturally sterile subsoils. All soils were sifted through six-millimeter (1/4-inch) wire mesh screen in order to recover all artifacts, regardless of age or cultural affiliation. Crew members recorded soil information on standardized field forms (see Appendix A). Shovel test pits were immediately backfilled and the ground surface restored to original contours following the completion of each STP. All field notes, photographs, project documents, and artifacts are housed at RGA headquarters in Cranbury, New Jersey.

Results

Shovel testing and a visual inspection of the APE were performed on January 21 and 22, 2013 to locate potentially significant archaeological resources and to assess the degree of prior disturbance in the various segments of the APE. Weather conditions during the field survey varied from overcast with light snow to clear, sunny and dry. Surface visibility of the ground surface was low due to a cover of turf grasses in most areas. Weeds, vines, and shrubs were present at the northern end of the ball field.

Sections A and B

The portion of the APE south of Stewart Avenue (Sections A and B) was characterized as manicured lawn with large hardwood trees in a park-like setting and areas of disturbance due to roadways and the placement of heavy equipment (Photographs 9-13, see Photograph 3). A transect of 10 STPs (18-27) was completed in this area between an access road to a Federal Express facility and the eastern end of the section (see Figure 2). Two judgmental STPs (28 and 29) were completed west of the access road (see Photograph 12). In this area, STP 19 contained natural soils consisting of dark brown sandy loam A-horizon overlying yellowish brown coarse pebbly sand B-horizon (see Figure 2; see Appendix A). The remaining STP soil profiles in this area contained fills. In STPs 23, 24, 25, and 26, fills overlay truncated natural soil profiles with only a yellowish brown sandy loam B-horizon. In STPs 18, 28, and 29 located east and west of the Federal Express driveway and other commercial structures, fills overlay a natural soil profile of very dark gray or brown sandy loam buried A- (Ab-) horizon (topsoil) and yellowish brown pebbly sandy loam B-horizon (subsoil). The remaining STP soil profiles in this area, including STPs 20, 22, and 27, contained fill deposits to a depth of one meter (3.3 feet) below the ground surface with no natural soils encountered. Fill deposits ranged in color, texture, and thickness. Colors included gray, very dark grayish brown, dark brown, dark yellowish brown, brown, olive yellow, or mottled. Texture varied between silt loam, sandy loam, coarse sand, or asphalt and gravel. Fill occurred in one to four layers ranging in thickness from 7 to 68 centimeters (0.2 to 2.2 feet).

Only three STPs (20, 23, and 27) contained artifacts recovered from upper fill (Fill 1) layers (see Appendices A and B). No artifacts were recovered deeper than 40 centimeters (16 inches) below ground surface. No artifacts were recovered in A horizon, B horizon, or C horizon contexts.

Recovered artifacts from STPs 20, 23, and 27 (n=23) were identified as late nineteenth to twentieth century vessel glass, window glass, coal, wire nails, slag, unidentified melted glass fragments, a sherd of late nineteenth century decorated whiteware, a burnt ceramic, and a sherd of unidentified porcelain, possibly fragments of a bathroom sink or toilet (see Appendix B). Modern bottle glass, wood, plastic, and asphalt from fill contexts were recorded on field forms, but not retained (see Appendix A). Non-diagnostic, ubiquitous materials, such as coal, coal ash, slag, and asphalt, were sampled (see Appendix B). The artifact assemblage was composed of a mix of late nineteenth and twentieth century materials, with vessel glass the most common item.

Sections C and D

A transect of 17 STPs (1-17) was completed in Sections C and D along the fence line at the southern end of the ball field running east for 61 meters (200 feet) then turning north for 192 meters (630 feet) along an unimproved road (Photographs 14-17; see Figure 2; see Photographs 1 and 2). In this area, STP 12 contained natural soils consisting of brown sandy silt A-horizon overlying yellowish brown sandy loam B-horizon (see Appendix A). The remaining STP soil profiles in this area contained fills. In STPs 6, 11, 14 and 15, fills overlay a truncated natural soil profile consisting of brownish yellow or yellowish brown coarse sand, sandy silt, or clay B-horizon. In STPs 8, 9, 10, and 13, fills overlay a natural soil profile consisting of a dark gray to very dark grayish brown sandy silt, silty clay, or sand loam Ab-horizon and yellowish brown or dark yellowish brown pebbly sandy loam B-horizon. In STPs 1- 5, 7, 16, and 17, fill deposits extended to the depth of the excavations, one meter (3.3 feet) or greater below the ground surface with no natural soils encountered. Fill deposits in this area also varied in soil color, texture, and thickness. Fill colors included black, pale yellow, light yellowish brown, strong brown, very dark grayish brown, grayish brown, dark brown, dark yellowish brown, brownish yellow, brown, very dark gray, as well as mottled combinations of these colors. Soil textures included silt or sandy loam with pebbles, sandy silt, or coarse sand. One to six fill layers found in STPs ranged in thickness from 17 to 68 centimeters (0.6 to 2.2 feet).

Eight STPs (2, 3, 6, 7, 8, 9, 10, and 11) contained 192 artifacts. These were recovered from Fill 1-3 layers and an Ab-horizon in STP 9 (see Appendices A and B). Artifacts were recovered in fill and from Ab-horizon contexts to a depth of 58 centimeters (23 inches) below ground surface. No artifacts were recovered in B horizon or C horizon contexts.

Recovered artifacts included 58 fragments of nineteenth to twentieth century vessel glass, 29 fragments of window glass, coal, coal ash, slag, wire (n=36) and cut (n=34) nails, a claw hammer head, other iron hardware, sherds of post-1820 whiteware (n=3), a possible whiteware tile, one fragment of white granite ware (1842-1930), a brick fragment, a possible flower pot fragment, and two sherds of unidentified porcelain (see Appendix B).

Along the ball field fence line (Section C), two STPs contained a total of 11 historic artifacts. Vessel glass and sampled coal, coal ash, and slag were recovered from STP 2 and a sherd of white granite ware was recovered from STP 3. Modern bottle glass and plastic from fill contexts in these STPs were recorded on field forms, but not retained (see Appendix A). Non-diagnostic materials such as coal, coal ash, and slag were sampled (see Appendix B).

Six STPs in the southern portion of Section D of the APE along the eastern end of the ball field contained historic artifacts. Most of these were low numbers of nineteenth and twentieth century artifacts, ranging from nine-13 artifacts in STPs 6-8 and 10. However, greater numbers were located in STPs 9 (n=88) and 11 (n=48) (see Figure 2). In STP 11, a large number of vessel glass fragments were located, many of them parts of a single possible twentieth century syrup bottle. Artifacts recovered from STP 9, included a number of cut and wire nails and smaller amounts of window and vessel glass, a whiteware tile, and a flower pot fragment. Architectural artifacts such as nails, window glass, and concrete made up more than half of the artifact assemblage in this area. No historic features were located and there was no other indication of the presence of a structure in this area. Given the mixing of artifact manufacture date ranges and small size of glass and ceramic artifacts, the artifacts are interpreted as secondary distribution within fill present across the ball field rather than an indication of a potentially significant historic deposit.

Section E

No testing was conducted in Section E.

Section F

Two STPs (30-31) were completed in Section F, adjacent to the eastern fence of the Garden City Pumping Station and the water tank (Photograph 18, see Figure 2). These STPs contained two fill layers overlying a truncated natural soil profile of a yellowish brown coarse sand B-horizon. Fill deposits in this area included dark gray, dark gray mottled with brown, very dark brown, and brownish yellow mottled with dark grayish brown pebbly sandy loam 9- 24 centimeters thick (0.3 to 0.8 feet). No artifacts were recovered (see Appendix A).

CONCLUSIONS AND RECOMMENDATIONS

Richard Grubb & Associates completed a Phase IA/IB cultural resources survey for the proposed Old Roosevelt Field Contaminated Groundwater Area Superfund Site, Option 2 pipeline in the Village of Garden City, Nassau County, New York. The Phase IA/IB cultural resources survey included a visual inspection and the excavation of 31 STPs throughout the APE. The results of subsurface testing indicate that significant previous disturbance has occurred within the APE as evidenced by the presence of fill layers and truncated soil profiles. No potentially significant historic or prehistoric cultural resources were identified by the shovel testing. Shovel testing confirmed the low potential of most of the APE to contain significant cultural resources.

Visual reconnaissance determined that a portion of the project (Section E) contains a 137.2 meter (450-foot) segment of the Long Island Motor Parkway (1908-1938), including an asphalt road bed, non intact concrete guard rail posts (that formerly would have contained cable guard rails), and concrete curbs. Based on the February 11, 2013 correspondence with the New York State Division for Historic Preservation/OPRHP, the portion of the Long Island Motor Parkway within the APE is considered to lack "integrity of setting, design, materials, craftsmanship, and feeling" (see Appendix C). Therefore, no further evaluation of the Long Island Motor Parkway for its eligibility for the New York and National Registers of Historic Places within the APE is required. Based on the background research and prior disturbances, this area is considered to have low potential for significant archaeological resources. Richard Grubb & Associates recommends no further cultural resources survey.

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FIGURES:

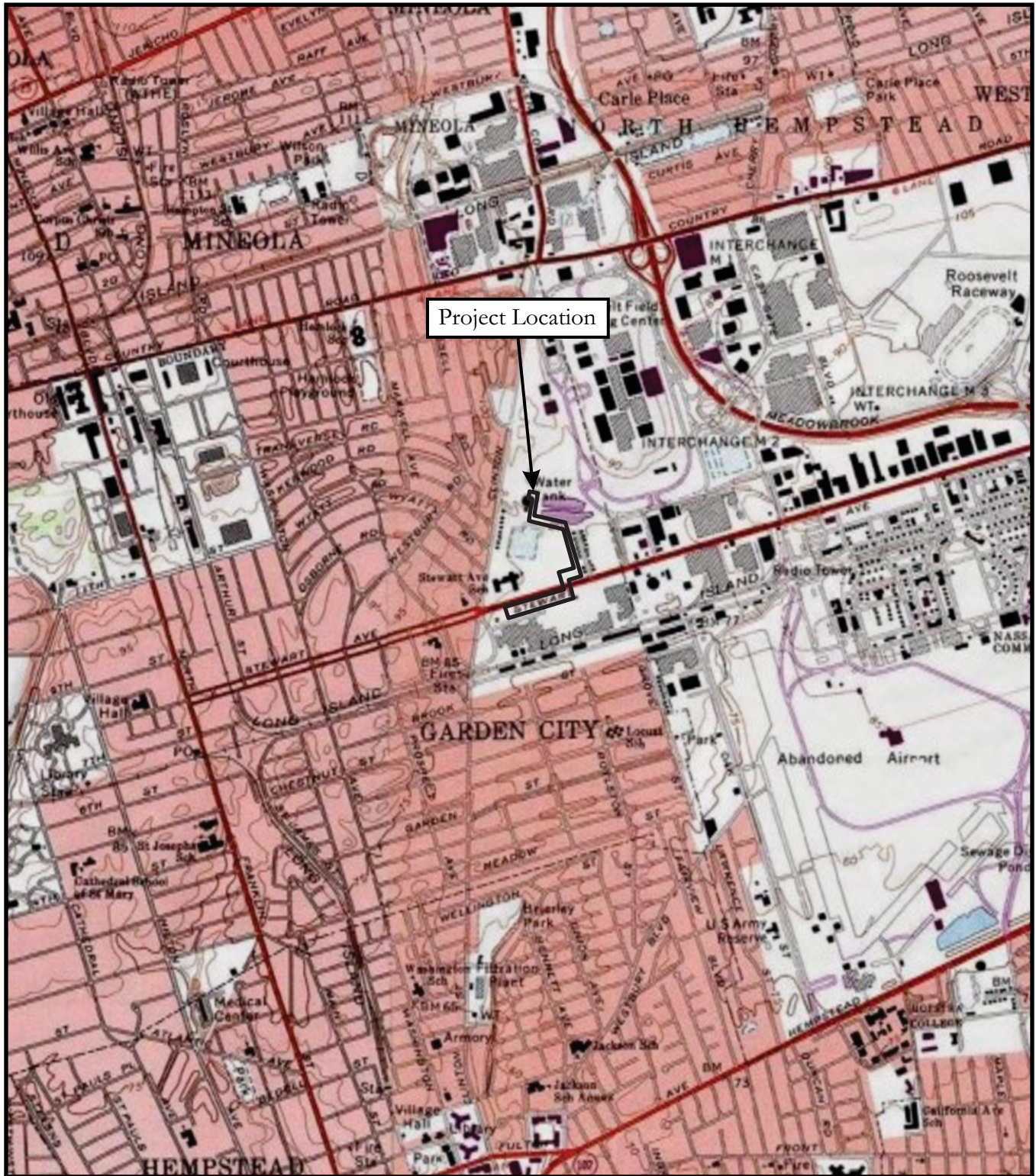


Figure 1:

U.S.G.S. Map (from U.S.G.S. 7.5' Quadrangles: 1969 Lynbrook, NY and 1969 Freeport, NY [photorevised 1979]).



Feet
0 2000



Key:

- Area of Potential Effects (APE)
- Sections of Linear Pipeline
- STP - Historic Cultural Material
- STP - No Cultural Material
- ➔ Photo Location and Direction

- Extraction Well
- Monitoring Well
- Multiport Well
- Pumping Well

- Pipe Run (2,815 ft.)
- Nassau County Parcel Lines
- Survey Boundary

Figure 2
Civil Survey Area
Old Roosevelt Field Contaminated Groundwater Site
Garden City, New York

Figure 2: Aerial map showing the location of the APE, shovel test pits, and photographs.

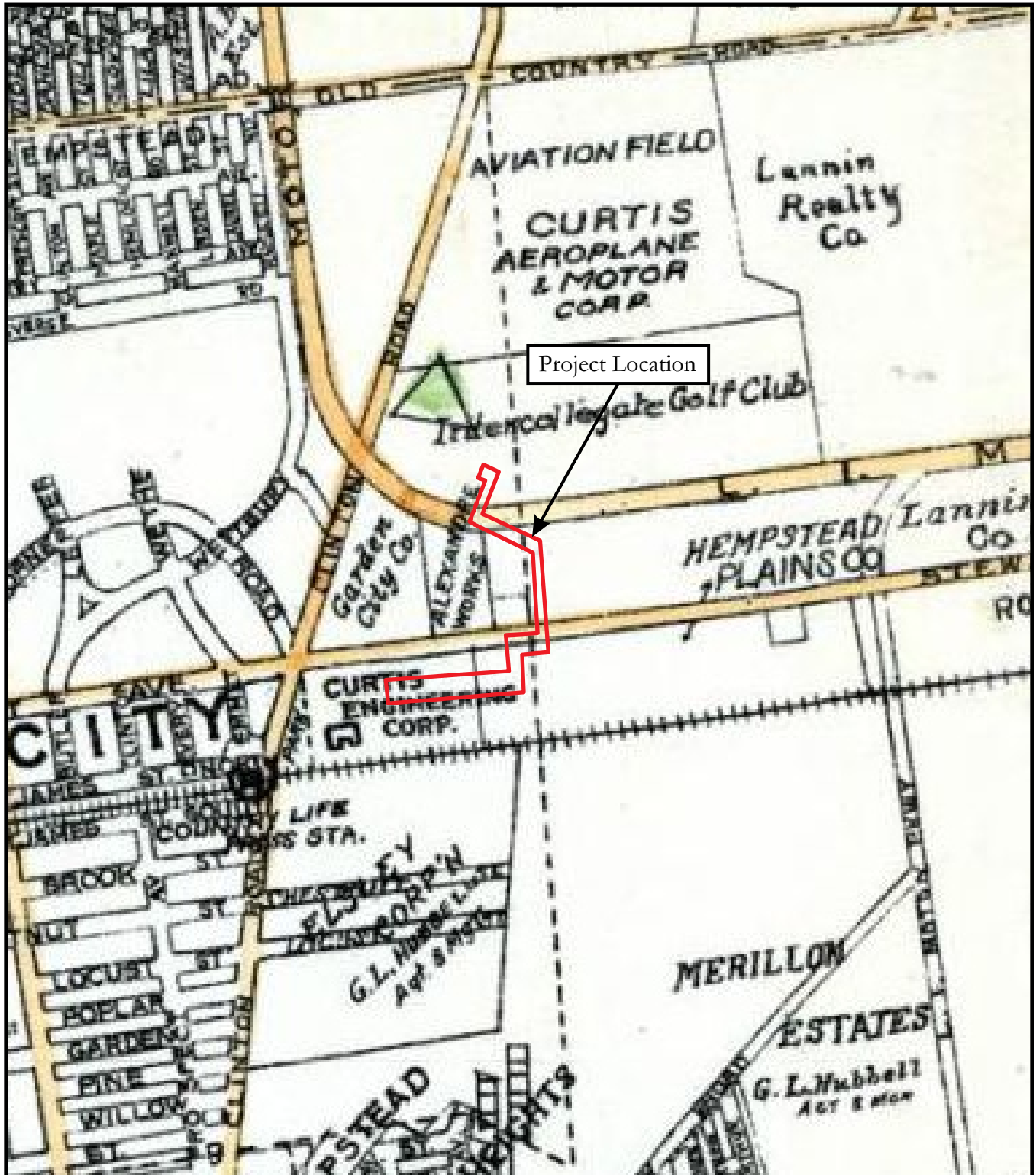
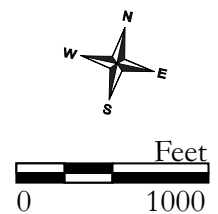


Figure 3:

1927 E. Belcher-Hyde, *Map of Nassau County, Long Island, New York.*



PHOTOGRAPHS (SEE FIGURE 2 FOR PHOTOGRAPH LOCATIONS):



Photograph 1:

Overview of Section C of the APE showing the ball field elevation in relationship to the school yard to the west.

Photo view: East

Photographer: Ilene Grossman-Bailey

Date: January 22, 2013



Photograph 2:

Unimproved roadway on the eastern edge of the ball field (Section D). STPs 6-17 were placed adjacent to this roadway in the grass field.

Photo view: North

Photographer: Ilene Grossman-Bailey

Date: January 21, 2013



Photograph 3:

Disturbances noted in the western portion of Section A of the APE. Note: the green roofed building in the background is a modern bank building that is in the approximate location of the A.T. Stewart structure shown on the 1873 Beers atlas and the Curtiss Engineering Corp. on the 1927 Belcher-Hyde map.

Photo view: West

Photographer: Ilene Grossman-Bailey

Date: January 21, 2013



Photograph 4:

Portions of the Long Island Motor Parkway within the APE (Section E).

Photo view: West

Photographer: Ilene Grossman-Bailey

Date: January 21, 2013



Photograph 5:

Portions of the Long Island Motor Parkway within the APE (Section E).

Photo view: West

Photographer: Ilene Grossman-Bailey

Date: January 21, 2013



Photograph 6:

Portions of the Long Island Motor Parkway within the APE (Section E).

Photo view: East

Photographer: Ilene Grossman-Bailey

Date: January 22, 2013



Photograph 7:

Portions of the Long Island Motor Parkway within the APE (Section E) showing remains of concrete guard rail posts near a modern house.

Photo view: Southwest

Photographer: Ilene Grossman-Bailey

Date: January 22, 2013



Photograph 8:

Portions of the Long Island Motor Parkway within the APE (Section E) showing remains of concrete guard rail posts and curbs.

Photo view: South

Photographer: Ilene Grossman-Bailey

Date: January 21, 2013



Photograph 9:

Park-like setting in the eastern end of Section A of the APE.

Photo view: East

Photographer: Ilene Grossman-Bailey

Date: January 22, 2013



Photograph 10:

Work in progress in the eastern end of Section A of the APE. The National Register-eligible Stewart Elementary School is in the background across Stewart Avenue.

Photo view: Northwest

Photographer: Ilene Grossman-Bailey

Date: January 22, 2013



Photograph 11:

Work in progress in the eastern end of Section A of the APE.

Photo view: South

Photographer: Ilene Grossman-Bailey

Date: January 22, 2013



Photograph 12:

Work in progress on STP 28 in the western end of Section A of the APE. These STPs were placed in undisturbed grassy areas adjacent to the APE.

Photo view: South

Photographer: Ilene Grossman-Bailey

Date: January 22, 2013



Photograph 13:

Portion of the APE that extends through the Stewart Elementary School ball field parking lot and across Stewart Avenue (Section B). Horizontal directional drilling is proposed to carry the pipeline across Stewart Avenue.

Photo view: South

Photographer: Ilene Grossman-Bailey

Date: January 22, 2013



Photograph 14:

Area of STPs 1-5 alongside the fence at the south end of the ball field
(Section C).

Photo view: West

Photographer: Ilene Grossman-Bailey

Date: January 21, 2013



Photograph 15:

Area of STPs 1-5 alongside the fence at the southern end of the ball field (Section C).

Photo view: East

Photographer: Ilene Grossman-Bailey

Date: January 21, 2013



Photograph 16:

Area of STPs 6-17 at the northern end of the ball field (Section D).

Photo view: South

Photographer: Ilene Grossman-Bailey

Date: January 21, 2013



Photograph 17:

Northern end of Section D of the APE in the location of a fenced wooded area adjacent to the former Long Island Motor Parkway. Horizontal directional drilling is proposed to carry the pipeline through this area.

Photo view: South

Photographer: Ilene Grossman-Bailey

Date: January 21, 2013



Photograph 18:

Section F of the APE adjacent to the eastern fence of the Garden City Pumping Station and the water tank where STPs 30 and 31 were placed. A large stormwater basin is located to the east.

Photo view: South

Photographer: Ilene Grossman-Bailey

Date: January 22, 2013

APPENDIX A: SHOVEL TEST PIT LOG

APPENDIX A: SHOVEL TEST PIT LOG

TEST	DEPTH cm (feet)	STRATUM	COLOR	TEXTURE	ARTIFACTS/ COMMENTS *
1	00-23 (0.0-0.75)	Fill 1	Blk	Sa	NR (Slag, Asphalt)
	23-47 (0.75-1.54)	Fill 2	Dk Brn	Sa/Pbs	NCM
	47-80 (1.54-2.66)	Fill 3	Dk YBrn	Sa/Pbs	NCM
	80-100 (2.66-3.28)	Fill 4	Blk / VDk GryBrn	Sa/Pbs	NCM
2	00-27 (0.0-0.89)	Fill 1	Dk Brn	SaLo/Pbs	CM
	27-58 (0.89-1.9)	Fill 2	Lt Y	SaLo/Pbs	CM
	58-70 (1.9-2.3)	Fill 3	StrBrn / BrnY	SaLo/Pbs & Cbs	NCM
	70-100 (2.3-3.28)	Fill 4	Gry / VDk Gry	SaLo/Pbs & Cbs	NCM
Stopped By Rock					
3	00-30 (0.0-0.98)	Fill 1	VDk Gry	SiLo	NR (Plastic, Colorless Glass)
	30-46 (0.98-1.51)	Fill 2	Dk GryBrn / Dk YBrn	SaLo/Pbs	CM
	46-60 (1.51-1.97)	Fill 3	YBrn	ClLo/Pbs	NR (Coal, Coal Ash, Slag)
	60-100 (1.97-3.28)	Fill 4	Dk YBrn	SaClLo/Pbs	NCM
4	00-27 (0.0-0.89)	Fill 1	Dk GryBrn	SaSi/Pbs	NCM
	27-63 (0.89-2.07)	Fill 2	Dk Brn	Sa/Pbs	NCM
	63-57 (2.07-2.85)	Fill 3	BrnY / YBrn	Sa/Pbs	NCM
	87-100 (2.85-3.28)	Fill 4	Blk / VDk GryBrn	Sa/Pbs	NCM
5	00-16 (0.0-0.53)	Fill 1	Brn	SaLo/Pbs	NCM
	100-125 (3.28-4.1)	Fill 6	YBrn / YBrn & StrBrn	SaLo/Pbs & Cbs	NCM
	16-20 (0.53-0.66)	Fill 2	YBrn	SaLo/Pbs	NCM
	28-40 (0.66-1.31)	Fill 3	VDk GryBrn	SaSi/Pbs	NCM
	40-70 (1.31-2.3)	Fill 4	BrnY / Lt YBrn	SaLo/Pbs	NCM
	70-100 (2.3-3.28)	Fill 5	Blk	SaSi/Pbs	NCM
6	00-13 (0.0-0.43)	Fill 1	Dk Brn	ClLo	NCM
	13-30 (0.43-0.98)	Fill 2	YBrn	SaCl	CM
	30-50 (0.98-1.64)	Fill 3	VDk GryBrn	Cl	CM
	50-75 (1.64-2.46)	B	YBrn	Cl	NCM
7	00-23 (0.0-0.75)	Fill 1	Dk GryBrn	SaSi/Pbs	NCM
	23-46 (0.75-1.51)	Fill 2	Dk GryBrn	SaSi/Pbs	CM
	46-100 (1.51-3.28)	Fill 3	BrnY	Sa/Pbs	NCM
8	00-13 (0.0-0.43)	Fill 1	Brn	SiLo	NCM
	13-27 (0.43-0.89)	Fill 2	Dk GryBrn	SiLo/Rts	CM
	27-40 (0.89-1.31)	Ab	Dk GryBrn	SiClLo	CM
	40-70 (1.31-2.3)	B	Dk YBrn	SiClLo	NCM
9	00-30 (0.0-0.98)	Fill	Dk GryBrn	SaSi/Pbs	CM
	30-58 (0.98-1.9)	Ab	VDk GryBrn	SaSi/Pbs	CM
	58-82 (1.9-2.69)	B	YBrn	SaSi	NCM
10	00-15 (0.0-0.49)	Fill 1	Dk GryBrn	SiLo/Rts	NCM
	15-25 (0.49-0.82)	Fill 2	YBrn	Sa/Pbs	CM
	25-46 (0.82-1.51)	A1	VDk GryBrn	Sa/Pbs	NCM
	46-52 (1.51-1.71)	A2	VDk Gry	Sa/Pbs	NCM
	52-76 (1.71-2.49)	B	YBrn	Sa/Pbs	NCM

<u>TEST</u>	<u>DEPTH cm (feet)</u>	<u>STRATUM</u>	<u>COLOR</u>	<u>TEXTURE</u>	<u>ARTIFACTS/ COMMENTS *</u>
11	00-15 (0.0-0.49)	Fill 1	VDk GryBrn	SaLo	CM
	15-27 (0.49-0.89)	Fill 2	VDk GryBrn	SaLo/Grl	NCM
	27-44 (0.89-1.44)	Fill 3	Brn	SaLo	CM
	44-65 (1.44-2.13)	B	YBrn	ClLo	NCM
12	00-20 (0.0-0.66)	Ap	Brn	SaSi/Pbs	NR (Coal)
	20-45 (0.66-1.48)	B	YBrn	SaLo/Pbs	NCM
13	00-13 (0.0-0.43)	Fill 1	VDk Gry	SiLo	NCM
	13-23 (0.43-0.76)	Fill 2	Blk	Asphalt & Slag	NCM
	23-40 (0.76-1.31)	Ab	Dk YBrn	SaLo/Pbs	NCM
	40-65 (1.31-2.13)	B	Dk YBrn	Sa/Pbs	NCM
14	00-22 (0.0-0.72)	Fill 1	Dk GryBrn / VDk Gry	SaLo/Pbs	NR (Coal, Coal Ash, Slag)
	22-30 (0.72-0.98)	Fill 2	GryBrn	SaLo	NR (Coal, Coal Ash, Slag)
	30-50 (0.98-1.64)	Fill 3	YBrn / Brn	Sa/Cbs	NCM
	50-70 (1.64-2.3)	B	BrnY	Sa/Cbs & Pbs	NCM
15	00-18 (0.0-0.59)	Fill 1	Dk GryBrn	SiLo/Grl	NR (Plastic, Modern Bottle Glass)
	18-27 (0.59-0.89)	Fill 2	VDk Gry	SaSi/Grl	NCM
	27-39 (0.89-1.28)	B1	YBrn	SaSi	NCM
	39-60 (1.28-1.97)	B2	YBrn	SaSi/Pbs	NCM
16	00-30 (0.0-0.98)	Fill 1	Dk GryBrn	SiLo/Pbs	NCM
	30-40 (0.98-1.31)	Fill 2	Brn	SiLo/Pbs	NCM
	40-60 (1.32-1.97)	Fill 3	Brn / Dk YBrn	SiLo/Pbs	NCM
	60-100 (1.97-3.28)	Fill 4	VDk GryBrn	SiClLo/Pbs	NCM
17	00-17 (0.0-0.56)	Fill 1	Dk GryBrn	Sa/Pbs	NR (Coal)
	17-34 (0.56-1.12)	Fill 2	VDk Gry / VDk GryBrn	SaLo/Pbs	NCM
	34-100 (1.12-3.28)	Fill 3	YBrn / BrnY & YBrn	SaClLo	NCM
18	00-23 (0.0-0.75)	Fill	Dk GryBrn	SaSi/Pbs	NR (Wood, Plastic, Modern Glass)
	23-47 (0.75-1.54)	Ab	VDk Gry	SaSi/Pbs	NCM
	47-73 (1.54-2.4)	B	YBrn	SaSi/Pbs	NCM
19	00-34 (0.0-1.12)	A	Dk Brn	SaLo/Pbs	NCM
	34-60 (1.12-1.97)	B	YBrn	Sa/Pbs	NCM
20	00-38 (0.0-1.25)	Fill 1	VDk GryBrn	SiLo	CM
	38-100 (1.25-3.3)	Fill 2	YBrn / Brn	Sa	NR (Colorless Glass)
21	00-33 (0.0-1.03)	Fill 1	VDk GryBrn	SaLo/Pbs	NR (Coal)
	33-62 (1.03-2.03)	Fill 2	Dk YBrn	SaLo/Pbs	NCM
	62-100 (2.03-3.28)	Fill 3	BrnY / Y & YBrn	Sa/Pbs	NCM
22	00-32 (0.0-1.05)	Fill 1	Dk GryBrn	SiLo/Pbs	NCM
	32-100 (1.05-3.28)	Fill 2	YBrn / BrnY	Sa/Pbs	NCM

<u>TEST</u>	<u>DEPTH cm (feet)</u>	<u>STRATUM</u>	<u>COLOR</u>	<u>TEXTURE</u>	<u>ARTIFACTS/ COMMENTS *</u>
23	00-40 (0.0-1.31)	Fill 1	VDk GryBrn	SaSi/Pbs	CM
	40-57 (1.31-1.87)	Fill 2	BrnY	Sa/Pbs	NCM
	57-77 (1.87-2.53)	B	YBrn	SaSi/Pbs	NCM
24	00-30 (0.0-0.98)	Fill	DkBrn / DkGryBrn	SaLo/Pbs	NCM
	30-60 (0.98-1.97)	B	BrnY	Sa/Pbs	NCM
25	00-17 (0.0-0.56)	Fill 1	DGryBrn	SaLo/Pbs	NCM
	17-32 (0.56-1.05)	Fill 2	Brn / Y & YBrn	SaLo/Pbs	NCM
	32-50 (1.05-1.64)	Fill 3	Dk YBrn	SaLo/Pbs	NCM
	50-62 (1.64-2.03)	Fill 4	StrBrn	SaLo/Pbs	NCM
	62-82 (2.03-2.69)	B	BrnY	Sa/Pbs	NCM
26	00-21 (0.0-0.69)	Fill 1	VDk GryBrn	SaSi/Pbs	NR (Modern Bottle Glass)
	21-47 (0.69-1.54)	Fill 2	Brn	Sa/Pbs	NCM
	47-67 (1.54-2.2)	B	YBrn	SaSi/Pbs	NCM
27	00-37 (0.0-1.22)	Fill 1	VDk GryBrn	SaSi/Pbs	CM
	37-65 (1.22-2.13)	Fill 2	StrBrn / BrnY	Sa/Pbs	NCM
	65-100 (2.13-3.28)	Fill 3	YBrn / BrnY	Sa/Pbs	NCM
28	00-19 (0.0-0.63)	Fill 1	VDk GryBrn	SiLo	NCM
	19-26 (0.63-0.85)	Fill 2	Gry	Grl	NR (Slag, Asphalt)
	26-36 (0.85-1.18)	Ab	Brn	SaLo	NCM
	36-60 (1.18-1.97)	B	YBrn	SaLo/Pbs	NCM
29	00-20 (0.0-0.7)	Fill 1	VDk GryBrn	SiLo	NCM
	20-34 (0.7-1.12)	Fill 2	Gry	Grl	NR (Slag, Asphalt)
	34-50 (1.12-1.65)	Ab	Brn	SaLo	NCM
	50-70 (1.65-2.3)	B	YBrn	SaLo/Pbs	NCM
30	00-24 (0.0-0.79)	Fill 1	Dk Gry / Brn	SaLo/Pbs	NCM
	24-33 (0.79-1.08)	Fill 2	VDk Brn	SaLo/Pbs	NCM
	33-50 (1.08-1.64)	B	YBrn	Sa/Pbs	NCM
31	00-18 (0.0-0.59)	Fill 1	Dk Gry	SaLo	NCM
	18-33 (0.59-1.08)	Fill 2	BrnY / Dk GryBrn	SaLo/Pbs	NCM
	33-55 (1.08-1.8)	B	YBrn	SaCl/Pbs	NCM

Key:

NCM = No Cultural Material

NR = Not Retained

CM = Cultural Material

Shade: Lt - Light, Dk - Dark, V - Very

Color: Blk - Black, Brn - Brown, Gry - Gray, Y - Yellow, GBrn - Gray Brown, YBrn - Yellow Brown

Soils: Lo - Loam, Si - Silt, Sa - Sand

Other: Grl - Gravel, Cbs - Cobbles, Pbs - Pebbles, Rts - Roots, / - Mottled

*All STPs were placed on level, 0-3 percent sloped, well drained soils within the Hempstead Plain portion of the Atlantic Coastal Plain of New York

APPENDIX B: ARTIFACT CATALOG

APPENDIX D: HISTORIC ARTIFACT CATALOG

<u>CATALOG #</u>	<u>TEST #</u>	<u>LEVEL</u>	<u>DEPTH*</u>	<u>STRATUM</u>	<u>COUNT</u>	<u>GROUP</u>	<u>ARTIFACT MATERIAL</u>	<u>ARTIFACT CLASS</u>	<u>ARTIFACT TYPE</u>	<u>DESCRIPTION</u>	<u>MEASUREMENTS/ COMMENTS/DATES</u>
1	2	1	00-27	Fill 1	1	DOM	Glass	Vessel	Bottle	Aqua shoulder/neck/finish fragment, double ring finish, no visible mold seam, numerous bubbles in glass	probably 19th-century
1	2	1	00-27	Fill 1	1	DOM	Glass	Vessel	Unidentified	Aqua body fragment, might be part of bottle in previous entry	
1	2	1	00-27	Fill 1	1	ARCH	Glass	Flat	Window	Aqua fragment, residue on one surface	
1	2	1	00-27	Fill 1	1	FUEL	Coal			Fragment, partially burnt (sample)	8.1 grams
1	2	1	00-27	Fill 1	1	FUEL	Coal Ash			Fragment (sample)	11.3 grams
1	2	1	00-27	Fill 1	1	FUEL	Slag			Fragment (sample)	2.7 grams
2	2	2	27-58	Fill 3	2	DOM	Ceramic	Porcelain	Unidentified	Hard-paste body sherds with traces of former overglaze decal on one surface	
2	2	2	27-58	Fill 3	1	FUEL	Coal			Fragment, partially burnt (sample)	20.7 grams
2	2	2	27-58	Fill 3	2	FUEL	Slag			Fragments (sample)	27.2 grams
3	3	2	30-46	Fill 2	1	DOM	Ceramic	White Granite	Hollowware	Undecorated rim sherd, possible lid, could be from a tea or coffee pot	ca. 1842-1930 (Miller 2000:13), 2" diameter rim
4	6	2	13-30	Fill 2	1	ARCH	Ferrous Metal	Nail	Wire	Whole, common	post-1879 (Wells 1998:92), 8 d.
4	6	2	13-30	Fill 2	1	ARCH	Ferrous Metal	Nail	Unidentified	Head fragment, probably wire, but rust spalled off of point end giving it a rectangular appearance	
5	6	3	30-50	Fill 2	1	DOM	Ceramic	Whiteware	Unidentified	Undecorated body spall	post-1820 (Miller 2000:13)
5	6	3	30-50	Fill 2	5	ARCH	Glass	Flat	Window	Aqua fragments	
5	6	3	30-50	Fill 2	1	ARCH	Ferrous Metal	Nail	Wire	Whole, common	post-1879 (Wells 1998:92), 9 d.
5	6	3	30-50	Fill 2	1	ARCH	Ferrous Metal	Nail	Wire	Head fragment, nearly whole	post-1879 (Wells 1998:92), ~ 3 1/2" long
6	7	2	23-46	Fill 2	2	DOM	Glass	Vessel	Unidentified	Colorless body fragments, two vessels, soda-lime glass	post-1864 (Miller 2000:8)
6	7	2	23-46	Fill 2	3	ARCH	Glass	Flat	Window	Aqua fragments	
6	7	2	23-46	Fill 2	2	ARCH	Ferrous Metal	Nail	Wire	Head and shaft fragments, mend, heavily corroded	post-1879 (Wells 1998:92)
6	7	2	23-46	Fill 2	1	ARCH	Ceramic	Red Earthenware	Brick	Orange edge fragment (sample)	342.1 grams
6	7	2	23-46	Fill 2	1	ARCH	Lithic	Concrete		Molded buff-colored fragment, sand tempered with quartz pebble inclusions	885.6 grams, 2 5/16" wide, 2 1/8" thick
6	7	2	23-46	Fill 2	1	FUEL	Coal			Fragment (sample)	27.8 grams
6	7	2	23-46	Fill 2	2	FUEL	Slag			Fragments (sample)	30.4 grams
6	7	2	23-46	Fill 2	1	MISC	Synthetic	Plastic	Drinking Straw	Fragment, white with red and yellow stripes	20th-century

CATALOG #	TEST #	LEVEL	DEPTH*	STRATUM	COUNT	GROUP	ARTIFACT MATERIAL	ARTIFACT CLASS	ARTIFACT TYPE	DESCRIPTION	MEASUREMENTS/ COMMENTS/DATES
7	8	2	13-27	Fill 2	1	DOM	Glass	Vessel	Unidentified	Amber fragment with vertical stretch marks, possible bottle neck, bubbles in glass	possibly 19th-century
7	8	2	13-27	Fill 2	3	ARCH	Glass	Flat	Window	Aqua fragments	post-1879 (Wells 1998:92), 2 d.
7	8	2	13-27	Fill 2	1	ARCH	Ferrous Metal	Nail	Wire	Whole, roofing	
7	8	2	13-27	Fill 2	1	ARCH	Ferrous Metal	Nail	Wire	Head fragment, common	post-1879 (Wells 1998:92)
8	8	3	27-40	Ab	1	DOM	Glass	Vessel	Unidentified	Colorless body fragment, soda-lime glass	post-1864 (Miller 2000:8)
8	8	3	27-40	Ab	2	ARCH	Glass	Flat	Window	Aqua fragments	post-1879 (Wells 1998:92)
9	9	1	00-30	Fill	1	UNIID	Ceramic	Whiteware	White Earthenware	Undecorated edge fragment, possible tile	
9	9	1	00-30	Fill	1	UNIID	Ceramic	Red Earthenware	Unidentified	Unglazed exterior body spall, flat, possible tile or flower pot	post-1864 (Miller 2000:8)
9	9	1	00-30	Fill	2	DOM	Glass	Vessel	Unidentified	Colorless body fragments, molded orange peel texture on exterior, soda-lime glass	
9	9	1	00-30	Fill	1	ARCH	Glass	Flat	Window	Colorless fragment	Claw hammer head fragment, claw broken off
9	9	1	00-30	Fill	1	ARCH	Glass	Flat	Window	Light aqua fragment	
9	9	1	00-30	Fill	1	ARCH	Ferrous Metal	Tool	Hammer		
9	9	1	00-30	Fill	4	ARCH	Ferrous Metal	Nail	Wire	Whole, common	post-1879 (Wells 1998:92), 9 d. (2), 6 d. (1), 3 d. (1)
9	9	1	00-30	Fill	6	ARCH	Ferrous Metal	Nail	Wire	Whole, roofing, one has a tiny common wire nail wrapped around or corroded to its shaft	post-1879 (Wells 1998:92), 3 d. (3), 2 d. (4_
9	9	1	00-30	Fill	1	ARCH	Ferrous Metal	Nail	Wire	Head fragment, roofing	post-1879 (Wells 1998:92)
9	9	1	00-30	Fill	4	ARCH	Ferrous Metal	Nail	Wire	Head fragments, common	post-1879 (Wells 1998:92)
9	9	1	00-30	Fill	9	ARCH	Ferrous Metal	Nail	Wire	Shaft/point fragments	post-1879 (Wells 1998:92)
9	9	1	00-30	Fill	21	ARCH	Ferrous Metal	Nail	Cut	Head fragments	post-1805 (Wells 1998:92)
9	9	1	00-30	Fill	2	ARCH	Ferrous Metal	Nail	Cut	Shaft/point fragments	post-1805 (Wells 1998:92)
9	9	1	00-30	Fill	2	ARCH	Ferrous Metal	Nail	Unidentified	Head fragments, heavily corroded	3 1/4" long
9	9	1	00-30	Fill	1	ARCH	Ferrous Metal	Nail	Unidentified	Shaft/point fragment, heavily corroded	
9	9	1	00-30	Fill	1	ARCH	Ferrous Metal	Hardware	Bolt/screw	Appears to be whole, round head and shaft, flat end	
9	9	1	00-30	Fill	1	FUEL	Coal			Fragment	2.2 grams
10	9	2	30-58	Ab	1	DOM	Glass	Vessel	Unidentified	Colorless base fragment, possible jar, soda-lime glass	post-1864 (Miller 2000:8)
10	9	2	30-58	Ab	5	DOM	Glass	Vessel	Unidentified	Cololess body fragments, one with molded orange peel texture on exterior, soda-lime glass	post-1864 (Miller 2000:8)
10	9	2	30-58	Ab	5	ARCH	Glass	Flat	Window	Aqua fragments, at least two panes	post-1879 (Wells 1998:92), 3 d., 4 1/4" long
10	9	2	30-58	Ab	1	ARCH	Ferrous Metal	Nail/Spike	Wire	Whole	

<u>CATALOG #</u>	<u>TEST #</u>	<u>LEVEL</u>	<u>DEPTH*</u>	<u>STRATUM</u>	<u>COUNT</u>	<u>GROUP</u>	<u>ARTIFACT MATERIAL</u>	<u>ARTIFACT CLASS</u>	<u>ARTIFACT TYPE</u>	<u>DESCRIPTION</u>	<u>MEASUREMENTS/ COMMENTS/DATES</u>
10	9	2	30-58	Ab	1	ARCH	Ferrous Metal	Nail	Wire	Whole, roofing	post-1879 (Wells 1998:92), 3 d.
10	9	2	30-58	Ab	2	ARCH	Ferrous Metal	Nail	Wire	Shaft fragments	post-1879 (Wells 1998:92)
10	9	2	30-58	Ab	8	ARCH	Ferrous Metal	Nail	Cut	Head fragments	post-1805 (Wells 1998:92)
10	9	2	30-58	Ab	3	ARCH	Ferrous Metal	Nail	Cut	Shaft/point fragments	post-1805 (Wells 1998:92)
10	9	2	30-58	Ab	1	FUEL	Coal Ash/Slag			Fragment (sample)	4.3 grams
10	9	2	30-58	Ab	1	UNIID	Ferrous Metal	Unidentified	Unidentified	Elongated, shaft-like fragment, corroded, possible nail	
10	9	2	30-58	Ab	1	ARCH	Ferrous Metal	Hardware	Washer	Whole, round	15/16" diameter
11	10	2	15-25	Fill 2	1	DOM	Ceramic	Whiteware	Unidentified	Body sherd with medium blue transfer-printed wavy line decoration on interior	post-1820 (Miller 2000:13)
11	10	2	15-25	Fill 2	1	DOM	Ceramic	Whiteware	Unidentified	Undecorated body spall	post-1820 (Miller 2000:13)
11	10	2	15-25	Fill 2	6	ARCH	Glass	Flat	Window	Aqua fragments	
11	10	2	15-25	Fill 2	1	ARCH	Ferrous Metal	Nail	Wire	Shaft fragment	post-1879 (Wells 1998:92)
11	10	2	15-25	Fill 2	2	FUEL	Coal			Fragments (sample)	8.6 grams
11	10	2	15-25	Fill 2	1	FUEL	Coal Ash			Fragment (sample)	5.0 grams
12	11	1	0-15	Fill 1	1	DOM	Glass	Vessel	Bottle/Pitcher	Colorless finish fragment with handle and pouring lip, possible syrup bottle, mold seam to top of finish, leaded glass, stopper below	
12	11	1	0-15	Fill 1	1	DOM	Glass	Vessel	Bottle	Colorless bottle stopper fragment, leaded glass, fitted to above bottle	
12	11	1	0-15	Fill 1	1	DOM	Glass	Vessel	Tumbler	Colorless fluted body fragment, leaded glass	
12	11	1	0-15	Fill 1	4	DOM	Glass	Vessel	Bottle	Colorless round base fragments, embossed "UP" within a keystone and "26" on base, leaded glass	~ 1.75" diameter base
12	11	1	0-15	Fill 1	35	DOM	Glass	Vessel	Unidentified	Colorless body fragments, leaded glass	
12	11	1	0-15	Fill 1	2	ARCH	Glass	Flat	Window	Light aqua fragments	
12	11	1	0-15	Fill 1	1	FUEL	Coal			Fragment	1.1 grams
12	11	1	0-15	Fill 1	1	UNIID	Slag			Fragment, could be coal or glass slag	1.4 grams
13	11	3	27-44	Fill 3	2	DOM	Glass	Vessel	Unidentified	Colorless body fragments, soda-lime glass	post-1864 (Miller 2000:8)
14	20	1	00-38	Fill 1	2	DOM	Glass	Vessel	Unidentified	Colorless body fragments, soda-lime glass	post-1864 (Miller 2000:8)
14	20	1	00-38	Fill 1	1	UNIID	Glass	Unidentified	Unidentified	Amber fragment, melted, probable vessel glass	
14	20	1	00-38	Fill 1	1	ARCH	Ferrous Metal	Nail	Wire	Nearly whole, roofing	post-1879 (Wells 1998:92)
15	23	1	00-40	Fill 1	1	DOM	Ceramic	Whiteware	Hollowware	Rim/edge sherd with molded decoration and green overglaze decal decoration on exterior, possible vase or lid for hollowware vessel	1890+ (Miller 2000:13)

<u>CATALOG #</u>	<u>TEST #</u>	<u>LEVEL</u>	<u>DEPTH*</u>	<u>STRATUM</u>	<u>COUNT</u>	<u>GROUP</u>	<u>ARTIFACT MATERIAL</u>	<u>ARTIFACT CLASS</u>	<u>ARTIFACT TYPE</u>	<u>DESCRIPTION</u>	<u>MEASUREMENTS/ COMMENTS/DATES</u>
15	23	1	00-40	Fill 1	1	DOM	Ceramic	Unidentified	Unidentified	Slightly curved rim/edge fragment with brown glaze on interior and exterior, thick-bodied, burnt, probably stoneware or earthenware storage vessel	
15	23	1	00-40	Fill 1	2	DOM	Glass	Vessel	Unidentified	Amber body fragments, possible beer bottle	
15	23	1	00-40	Fill 1	1	DOM	Glass	Vessel	Unidentified	Green body fragment with stippled exterior, possible beer bottle	probably 20th-century
15	23	1	00-40	Fill 1	7	DOM	Glass	Vessel	Unidentified	Colorless body fragments, soda-lime glass	post-1864 (Miller 2000:8)
15	23	1	00-40	Fill 1	1	ARCH	Glass	Flat	Window	Very light aqua fragment	
15	23	1	00-40	Fill 1	1	UNIID	Glass	Unidentified	Unidentified	Colorless fragment, melted, probable vessel glass	
15	23	1	00-40	Fill 1	1	UNIID	Glass	Unidentified	Unidentified	Forest green fragment, melted, probable vessel glass	
15	23	1	00-40	Fill 1	1	FUEL	Coal			Fragment (sample)	0.9 grams
16	27	1	00-37	Fill 1	2	DOM	Glass	Vessel	Unidentified	Colorless body fragments, soda-lime glass	post-1864 (Miller 2000:8)
16	27	1	00-37	Fill 1	1	UNIID	Ceramic	Porcelain	Unidentified	Molded, glazed fragment, thick possible bathroom fixture	

Key:

* in centimeters below ground surface

ARCH - Architectural

ARMS - Armaments

BIO - Biological

DOM - Domestic

FUEL - Fuel-related

PERS - Personal

UNID - Unidentified

APPENDIX C: PROJECT DOCUMENTS

Appx C OPRHP comment 2-11-2013.txt

From: Weiss, Lorraine (PEB) [mailto:Lorraine.Weiss@parks.ny.gov]
Sent: Monday, February 11, 2013 11:47 AM
To: Mary Lynne Rainey
Cc: Howe, Kathy (PEB)
Subject: RE: Long Island Motor Parkway

Hello-

We have looked at the area and can see that this segment of the original Island Motor Parkway lacks integrity of setting, design, materials, craftsmanship, and feeling. We agree that no further above-ground investigation is warranted. However, if the project involves state or federal funding, it should be submitted to our office for review by our Archaeology Unit. You may already know this and may be familiar with our project review cover form. If not, the form can be accessed at <http://nysparks.com/shpo/environmental-review/>.

I hope this is helpful.

Regards,
Lorraine Weiss

Lorraine E. Weiss
Historic Preservation Planner
NYS Division for Historic Preservation
Lorraine.weiss@parks.ny.gov 518.237.8643, x3122

APPENDIX D: ANNOTATED BIBLIOGRAPHY

Authors:	Ilene Grossman-Bailey, Ph.D.
Title:	Phase IA/IB Cultural Resources Survey, Old Roosevelt Field Contaminated Groundwater Area Superfund Site, Option 2, Village of Garden City, Nassau County, New York
Date:	February 2013
RGA Database Title:	Old Roosevelt Field
RGA Project No.:	2013-002NY
State:	New York
County	Nassau
Municipality:	Village of Garden City
U.S.G.S. Quad:	Freeport, NY
Drainage Basin:	East Meadow Brook, Freeport Creek, Long Creek, Jones Inlet; Unnamed tributaries of Hempstead Reservoir, Hempstead Reservoir, East Rockaway Creek, the Long Beach Channel; Atlantic Ocean
Regulation:	Section 106, National Historic Preservation Act; 36 CFR Part 800
Project Type:	Environmental Remediation
Project Sponsor:	United States Environmental Protection Agency
Client:	CDM Smith
Level of Survey:	Identification-level
Cultural Resources:	None

